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LET SECRETARY ATKINSON STAY.

It would be for the benefit of the Territory if Mr. Atkinson should finish his present term as Secretary of Hawaii and then succeed himself. When the history of Governor Carter's administration is fully and fairly told, some of its best results must be credited to Secretary Atkinson. He has been an official to do things, and that with all his might, both within the jurisdiction of his own office and while acting in the Governor's stead. On four separate occasions, for considerable periods, he has been the Governor's substitute with a free hand. Every such time he has conducted public affairs not only vigorously but well. In both offices, with an energy seemingly inexhaustible, he has grasped the immediate duty of the hour and never rested until it had been fulfilled.

Mr. Atkinson has not been satisfied, however, with the discharge of merely routine obligations. He has reached out for opportunities of benefiting the community not specifically prescribed in the statutes, yet which the executive position enabled him to see and empowered him to take advantage of. An instance in point is Mr. Atkinson's immediate catching of the civic improvement spirit, manifested about three years ago in the formation of district clubs, under the impulse of which he forthwith effected the transformation of many vacant areas and lots, for long given over to weeds and rubbish, from eyesores to become beautiful parks and playgrounds. Not only the esthetic but the moral benefit of this series of improvements is great and will redound to the lasting honor of its author.

In the larger field of broad public policy Secretary Atkinson, both in his own office and in that of the chief executive, has left the stamp of efficiency upon his record. The measure of success which has been achieved in the introduction of Europeans, capable of American citizenship upon due probation, for a stable labor supply domiciled upon the soil, is to a great extent due to his advocacy and efforts. In this business he ably turned to good account his membership in the Board of Immigration. Though fortified with the knowledge that the policy in question was approved, if not even largely directed by, President Roosevelt, a less courageous and determined man to press it forward here might have quailed before the manifold difficulties of the problem. Mr. Atkinson also proved his possession of capacity for handling large matters of finance by the way he floated the latest issue of Territorial bonds. It was a good follow-up transaction in the avenue successfully opened by Governor Carter in the New York market on the occasion of the first sale of bonds under his administration.

Altogether Secretary Atkinson is too good and experienced a man, as the right hand of the executive, to be lost to the service of the Territory if he can be induced to remain in office. Governor Frear and he would no doubt work well together in harness and make a most effective team. Where their respective temperaments in action might diverge it would only be, probably, to the effect of making certain qualities in one the useful complement of certain qualities in the other. The Territory would have a well-rounded administration.

THE TWO CENT LEGISLATION.

The two cent fare legislation which swept over the United States last winter like an epidemic, aside from the important effects it will have on the tide of travel, and the income of railroads, is likely to have a number of subsidiary, but interesting effects. Some of these have been actually realized. Among them are the withdrawal of reduced rates to clergymen, certain classes of educational, and religious workers, and commercial travelers. In the future, salvation will neither be free, nor come at reduced rates so far as railroad transportation is concerned; and the commercial traveler, likewise, who has been said to carry the gospel of progress, will have to pay the full rate demanded of the general public who have had neither the nerve nor the organization to secure special consideration for themselves, except when they organized a big convention of some kind, to which large numbers of them wanted to go.

The special rate to big conventions and other similar gatherings is also threatened, and the rule, "one price to all" seems likely to be decided on by the railroads.

The reductions made in the past to clergymen, commercial travelers, and even the convention rate, has been from one and a half to two cents a mile. So that with legislation limiting rates to the public to two cents a mile, the railroads are disposed to take the position that if it was a low enough rate when given as a special favor, it ought to be low enough when it is the regular rate.

If this legislation shall have the effect of abolishing special privileges, it will prove a good thing, independently of any other good that may come of it. Special rates always have been and always will be abused, and are the temptation to abuse. Anyone who has had much experience in railroad rate wars and the keen competition that has often given rise to them, knows that the clerical rate, for instance, has often been used as a means of unfairly attracting travel. The road that wanted the business but didn't want to openly cut rates, has instructed its passenger and ticket agents at competing points, to offer the clerical rate as an inducement. The intending traveler, who had been "induced," simply applied for the clerical rate, without presenting any credentials, or even saying that he was a clergyman. There have been trains leave New York or Jersey City on which half the passengers, if their tickets told the truth, were clergymen or members of clergymen's families. The reduced rate to commercial travelers has been used in the same way. The unfair and demoralizing feature about such things is that the average man, seeking no special advantage for himself over his neighbors, but taking a particular road because he preferred it or because it was most convenient, paid the regular rate, while his more sophisticated, grasping, or astute fellow passenger got the same transportation and the same comforts at a lower rate. There was bound to be the same demoralization that always follows where there are two prices for what is substantially a public service. It stimulates graft by offering additional opportunities and incentives to it.

As for clergymen, for instance, under the new rate they will pay no more than they did under the special clerical rate, or little more, and they will cease to be mendicants because of their profession. Their self respect and the respect in which they will be held will be increased. They will be the gainers. As for commercial travelers, there will be much the same result. They secured special rates by being organized for it. But there was no real benefit to the traveler himself, and all things considered, there was probably little benefit to the houses they represented; while these, or some of them, suffered from the tendency to demoralization in the public which the existence of favored classes and special rates constantly tended to create.

As to the so-called "convention rate," Dr. Edward Everett Hale has admirably hit that off in one of his recent books, "Stay at Home Travels," in which he compares the prevailing low, but uniform rates of fare on European railroads, with the high but not uniform rates prevailing in America. He says that in America the only way most people have a chance to see Niagara Falls is to pretend that they are teachers and want to go to a National Educational Association Convention to be held at Buffalo.

It may result from the two cent legislation that traveling in droves and discomfort will not be quite as cheap, but traveling in comfort and at your own convenience, will be a good deal cheaper.

An antiquary one day visited Westminster Abbey and found a stone-cutter at work in the little cloisters, recutting the name of Wilson, the great tenor of Shakespeare's day. The antiquary began to tell the stone-cutter about Wilson, how he had been Shakespeare's friend, and Ben Jonson's and Kit Marlowe's, and how all these men had loved and honored him. The stone-cutter, looking up from his work, frowned and shook his head. "I wish, sir," he said, "we'd knowed he was such a swell afore we run that drainpipe through him."

What strikes the London Spectator as being among the things that are most extremely funny are Mark Twain's stories of his editing an agricultural paper; of how, in the columns of that paper, he advised that: "Turnips should never be pulled; it injures them. It is better to send a boy up and let him shake the tree;" and of his putting forth the information that "the guano is a fine bird, but great care is necessary in rearing it."

One of the members of a traveling man's association took his family out to a fair, and, as they were spending the day there, they brought along a well-filled lunch basket. The crowd became very dense, and fearing that they would become separated, the head of the family said: "Give me the lunch basket, wifey; don't you see we are sure to lose each other in this crowd?"

FUTURE KING IS GIVEN DISCIPLINE

LONDON, July 20.—The future king of England has been sentenced to "defaulter's drill," much to the amusement of many young mothers whose sons are cadets at Osborne College, Isle of Wight. The Prince of Wales when he heard of it enjoyed the news almost as much as when he heard that his son had suffered his first "licking" and got a black eye after a few days' residence at the college.

Little Prince Edward is irrepressible. He is in such splendid health and spirits that he is not paying as much attention as he should to the "classes" indoors. The result was that no amount of "hushing" on the part of the instructor during a mathematical class could make him keep quiet, and he continued to talk and laugh with his companions until he was ordered out of the room to receive his punishment.

The latter consisted of an hour of hard drill while all the other boys were playing cricket. The punishment created something of a sensation among the other boys, but the superintendent has received very strong instructions from the Prince of Wales that his son is to be punished on all occasions in exactly the same way as the other cadets.

Prince Edward's greatest ambition now is to be a skilled ship's engineer, and he is most happy when he is poking around inside a warship.

THE PEOPLE ON BOARD. TRANSPORT THOMAS

(Continued from Page One.)

Varnum and 2 children, family Col. Varnum; Hugh D. Wise, Capt. 9th Inf.; Mrs. Wise, family Capt. Wise; George W. Wallace, 1st Lt. 9th Inf.; K. J. Whitson, 1st Lt. 9th Inf.; Mrs. Whitson and 2 children, family Lt. Whitson; Dishler Whiting, 2nd Lt. 9th Inf.; Earl M. Wilson, 2nd Lt. 9th Inf.; Mrs. Wilson, family Lt. Wilson; C. W. Waller, 1st Lt. Arty. Corps; Mrs. Waller, family Lt. Waller.

A Manila paper presents a new and attractive picture of Aguinaldo, erstwhile rebel leader. It says: "Aguinaldo has so generally been identified with his role of soldier that too little attention is given to the role he is now playing as emulator of Cincinnatus, that of farmer or haciendero, in which by his example he is probably conferring upon his countrymen as much if not more real good than in his more distinguished position. The part which Aguinaldo is now playing was brought out prominently this morning in a conference held with the governor general, in which Captain Sleeper, director of lands; Mr. Miller, Dr. Nesom and Mr. Edwards also took part. It was regarding the use of a steam plow on the Imus estate, a part of which General Aguinaldo occupies as a tenant of the government. According to General Aguinaldo and the bureau of agricultural experts, the Imus estate is so overgrown with trees, that it will be necessary to put a force of men to work cutting and clearing before agricultural operations can begin. This will be started immediately and will be followed by a grubbing device to remove all the larger roots, and then the steam plow will be brought down from Laguna. The land on the Imus estate is said to be among the richest of the estates acquired from the friars. It has been lying idle for so long a time, however, that it is now completely covered with a growth of trees, the trunks of some of which are as much as six inches in diameter."

An American, a Hungarian and a German, traveling companions in Europe, discovered that the birthday of each came on the same day and arranged a dinner at a Heidelberg hotel of the American-German-Austro-Hungarian kind to celebrate the occasion. The American designed the souvenir bill of fare, on which he drew the arms of the nations represented. The shield on the American coat-of-arms showed thirteen stars, and a discussion arose because the Hungarian said that the American did not know the badge of his own country. After the thirteen original colonies and the states had been spoken of as reasons for the stars in the shield, and the question being still undecided, while the dinner waited, it was agreed to call on General Guenther, United States consul general at Frankfurt, for a decision. On the way to the telephone a United States coin was consulted, and showed that the shield was without stars. "That's what I wanted to tell you. Years ago I saw an American win a bet on that question, and I remembered it," said the Hungarian. As a reward for his cleverness Tokay was substituted for an American wine when the Maryland chicken was served; "but the incident," wrote the German-American, "put a damper on the dinner which even the additional Tokay could not remove."

One of the striking results of the great progress of the automobile industry has been the tremendous development of the manufacture of aluminium of which some idea may be had merely by quoting a few figures. In France no less than 35,000 horsepower are continually employed in the making of aluminium; Germany utilizes some 21,000 for the same purpose, the United States a like amount, and Scotland about 6000 horsepower. This represents something like 62,000 horsepower in round numbers—an amount that can easily be doubled in the works now in existence. As each horsepower represents an annual output of 200 kilos of aluminium. Automobile calculates that the total yearly production is something like 16,500 tons, of which 12,300 are produced in Great Britain and on the continent of Europe.
